

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C.

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SELENDANG AYU :
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INTERVIEW OF CAPTAIN :
KAILASH SINGH :
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An interview in the above entitled matter was held
on Wednesday, December 11, 2004, commencing at 9:04 a.m.,
before:

ROB JONES, NTSB
BRIAN CURTIS, NTSB
SEAN MCPHILAMY, USGC
DARRELL HOWELLS, USCG
CAPTAIN LEW KWOK YUE, IMC SHIPPING

1 P R O C E E D I N G S

2 MR. JONES: Okay today is the 12, 11 of December.
3 This is an interview with KD?

4 CAPTAIN KAILASH SINGH: KB Singh.

5 MR. JONES: KB Singh. The master of the Selendang
6 Ayu. We're invest, my name is Rob Jones, with the National
7 Transportation Safety Board. We're investigating the
8 grounding of the vessel off the north shore of Puntelaska
9 (phonetic sp.) Island.

10 And Captain, if you can take us from, where was
11 your last port?

12 CAPTAIN KAILASH SINGH: Seattle.

13 MR. JONES: Seattle. And you know when you left?

14 CAPTAIN KAILASH SINGH: We left on 28, 8 of
15 November.

16 MR. JONES: The 8th of November --

17 CAPTAIN KAILASH SINGH: The 28th of November.

18 MR. JONES: The 28th of November. And if you
19 could give us just a short description of the transit up to
20 the approach to the Elushia Islands.

21 CAPTAIN KAILASH SINGH: And we left on 28th in the
22 afternoon and we were out of (indiscernible) Strait on 300
23 miles of 29th. Until that time we had (indiscernible)
24 leaving that place during the (indiscernible) 5-6 hours
25 (indiscernible) and then it continued. (indiscernible) it

1 just got worse and worse.

2 MR. JONES: So bad weather all the way to the
3 Elushias?

4 CAPTAIN KAILASH SINGH: To the Elushias.

5 MR. JONES: Okay and --

6 CAPTAIN KAILASH SINGH: We made a (indiscernible)
7 on fifth evening. Around about 2200 hours, my
8 (indiscernible). I was sleeping at that time, 11 hours plus
9 DOT. Not this time but my time was in a (indiscernible).
10 It's a two hour difference.

11 MR. JONES: Okay and anything eventful going
12 through the (indiscernible) Pass?

13 CAPTAIN KAILASH SINGH: No, we had a smooth
14 passage through the (indiscernible) pass.

15 MR. JONES: Okay and you just continue on. I'll
16 let you tell the story.

17 CAPTAIN KAILASH SINGH: Then we continued and in a
18 good way during the passage (indiscernible) was taking
19 place, rolling also taking place. And we had to, we could
20 not maintain our full speed so we're going up and down on
21 the main engine (indiscernible) because as for the chief
22 engineer there was load on the engines. You do not want to
23 exceed that load. So I asked him, I said (indiscernible)
24 whatever is possible. So according to the weather we kept
25 adjusting our speed. We vary speed sometimes. One day we

1 maintained only 5.6 or 5.3 mile. Another day 10 and a half,
2 like that. 8 and a half, (indiscernible) speed. Instead of
3 making our normal speed of 30 and a half. We
4 (indiscernible) and then I believe not (indiscernible) very
5 special (indiscernible) between 4 and 6 we started having
6 strike sergeant on the battery charger, turbo charger.

7 MR. JONES: Slight --

8 CAPTAIN KAILASH SINGH: (Indiscernible) so what do
9 I do, adjust the RPM and continue speed. Because then on
10 the 6th around noon time, in the afternoon, noon afternoon
11 time we had the speed up so I received a call from chief
12 engineer, the engineer (indiscernible). I asked
13 (indiscernible) he said the timer disconnected from the
14 three engine. I said what do we do then, what are the
15 plans. He said we stop and check first and then we
16 (indiscernible).

17 MR. JONES: What was that last part?

18 CAPTAIN KAILASH SINGH: (Indiscernible) go over
19 this.

20 MR. JONES: Make a decision?

21 CAPTAIN KAILASH SINGH: Yeah.

22 MR. JONES: Okay.

23 CAPTAIN KAILASH SINGH: Then what I did was I
24 checked the distance of the time (indiscernible) my position
25 at that time. How many miles we were from Dutch Harbor and

1 how many miles I was from my port of discharge
2 (indiscernible). So I was aware of my position, how far
3 from land and how far from the nearest harbor, port cities
4 original in Dutch Harbor and after doing that
5 (indiscernible) the chief engineer showed me that
6 (indiscernible). Then we discussed changing the liner
7 (indiscernible) to like a ship's top we started rolling
8 further. First we are (indiscernible) then we start
9 rolling. The rolling continued doing this so we were
10 considering to renew the liner but then we did not want to
11 take that chance. That if we get stuck in pulling out or
12 putting it back if you manage to pull it out and if you put
13 it back in it might (indiscernible) then what will you do.
14 Then after during that talk and what we decided that we will
15 isolate the number 3 unit. Then we'll go back to Dutch
16 Harbor. We will try to go back to Dutch Harbor and ask for,
17 go for (indiscernible) in shallow waters.

18 MR. JONES: So if I could just sum up. You
19 decided at that point to isolate the unit?

20 CAPTAIN KAILASH SINGH: Number 3 unit.

21 MR. JONES: Number 3 unit and go back to Dutch
22 Harbor for repairs?

23 CAPTAIN KAILASH SINGH: That's right.

24 MR. JONES: Okay.

25 CAPTAIN KAILASH SINGH: But then when we isolated

1 the unit, number 3, we could not start, we could not fire
2 engines. We made several attempts and we could not. Then
3 we got in touch with the (indiscernible). They asked us,
4 there was procedure how they do, go over isolating. I gave
5 them all the steps then they came back and they said no, you
6 can't do all those steps. Just do the first step
7 (indiscernible) because 6-7 steps. They said you
8 (indiscernible) just take the first step and then try
9 (indiscernible). We did all that and then as further
10 instructions we try to fire that one but we failed.

11 MR. JONES: And approximately how far off were you
12 at this time, off of Dutch Harbor?

13 CAPTAIN KAILASH SINGH: (Indiscernible) 1510
14 miles.

15 MR. JONES: Approximately?

16 CAPTAIN KAILASH SINGH: Approximately. We
17 started, when we started we were not making much problem,
18 we're almost there, then suddenly we started going back
19 along the (indiscernible) going backwards, almost
20 (indiscernible). The first 5-6 hours (indiscernible) we
21 were just going in straight line and then later on we
22 started setting towards east, east south and then the
23 (indiscernible) and then I started, we are heading towards
24 (indiscernible) Island so I started calling the Dutch Harbor
25 on channel 16. VHF channel 16.

1 MR. JONES: Yes.

2 CAPTAIN KAILASH SINGH: Made several attempts but
3 I could not. And then later on I, when I, first I thought I
4 was a little far (indiscernible) maybe (indiscernible) or
5 something. (Indiscernible) then I did not succeed I checked
6 with the (indiscernible) volume 6 at the Harbor Master's
7 telephone number and then I made a phone call to the Harbor
8 Master's office. First I apologized that I'm sorry to ring
9 you at this time of hour. He said oh no, you are not
10 disturbing me at all. He was speaking from the Harbor
11 Master's office. And I said I have a problem
12 (indiscernible) I'm heading towards (indiscernible) Island.
13 (Indiscernible) 15 or 17 hours, I'm not really sure but 17
14 probably. And this (indiscernible) so I need Harbor help.
15 He said all right I will help you make a few phone calls to
16 get that thing arranged. And then after some time I got a
17 call from the Harbor Master's, from the U.S. Coast Guard, SU
18 station in (indiscernible) station (indiscernible) you mean
19 Station (indiscernible)?

20 MR. JONES: (Indiscernible?)

21 CAPTAIN KAILASH SINGH: No, no, no.
22 (Indiscernible) the rescue station.

23 MR. JONES: Kodiak --

24 CAPTAIN KAILASH SINGH: Kodiak. Thank you. So he
25 left (indiscernible) Ms. Duncan she called me that she, she

1 asked me the ship's position which city and which direction
2 (indiscernible) and then she would be calling me every hour.
3 Also she told me that Harbor Master cannot arrange tug boat
4 for you. Your company, tell your company we are
5 (indiscernible) have agent in Alaska (indiscernible). I
6 said I am not sure (indiscernible). So she said you will
7 have to have a (indiscernible) to arrange for the time
8 because payment is (indiscernible). So I sent the message
9 to the company that this is a requirement. The company was
10 already I believe in touch with the various tug companies
11 out of Seattle at that time. So very (indiscernible) and
12 contact and agent was already I believe being appointed or
13 they were in touch with the tug boat towing companies.
14 Seattle contact was trying to arrange something over for
15 Dutch Harbor, from the vicinity. But then every hour I got
16 calls from (indiscernible) the rescue center, regarding the
17 position and I kept my (indiscernible). And then they told
18 me that (indiscernible) they asked me how long you take to
19 be very close to the (indiscernible) Island. So
20 (indiscernible) tugs would take about 10 hours to reach. So
21 they (indiscernible) the first, first vessel for rescue
22 which appeared was U.S. Coast Guard Cutter Alex Hailey and
23 (indiscernible) and they was, they were (indiscernible) they
24 were asking me what is your opinion, which way you are
25 drifting. Then they said we will assess your rate of

1 different direction and then we will direct you. So they
2 were taking a certain amount of (indiscernible). And also
3 they were standing by. They said in case, they said there
4 is a delay in the tugs arrival. In case they're not
5 (indiscernible) then we will do something, someone will tow
6 you. (Indiscernible) we do something. In case of
7 (indiscernible).

8 Then around 1600 or so Tug Sidney Foss came. They
9 are already in touch with me on the VHF. They told me what
10 sort of arrangements they would make, how they would pass
11 the tow line. And when they came (indiscernible) all the
12 time getting off (indiscernible). When they came they also
13 test the situation straight off the sea, they sent from the
14 island from which way they will make approach and then they
15 decided to approach from the starboard border. Then we
16 tried to throw the line. We failed the first time. Then
17 they went back, they made another attempt and we were trying
18 to pass the line. So that took just about I think 20, 15
19 minutes. The first attempt and the second, the line was
20 (indiscernible). We picked up their line and
21 (indiscernible).

22 MR. JONES: You said Sidney Foss came aboard --

23 CAPTAIN KAILASH SINGH: Around 1600.

24 MR. JONES: 1600 --

25 CAPTAIN KAILASH SINGH: 1630 or so.

1 MR. JONES: And what date was that?

2 CAPTAIN KAILASH SINGH: 7th.

3 MR. JONES: That was the 7th? And they took a
4 hawser?

5 CAPTAIN KAILASH SINGH: They gave us their hawser.

6 MR. JONES: They gave you the hawser?

7 CAPTAIN KAILASH SINGH: Hawser was about 9 inches,
8 (indiscernible) 9 inch. (Indiscernible.)

9 MR. JONES: And off the port deck you say?

10 CAPTAIN KAILASH SINGH: Off, no from the
11 (indiscernible) the center chop.

12 MR. JONES: Center chop?

13 CAPTAIN KAILASH SINGH: Center chop.

14 MR. JONES: Okay.

15 CAPTAIN KAILASH SINGH: And then we made
16 (indiscernible) on the ship and that line was again
17 corrected with another (indiscernible) on the boat. And
18 then they adjusted their lines and went on the boat's port
19 bow because they were ready and they said (indiscernible).

20 MR. JONES: About how far of Bogoslav Island were
21 you at this time? Can you estimate?

22 CAPTAIN KAILASH SINGH: No, we had already have by
23 the time they came.

24 MR. JONES: Okay, you passed clear?

25 CAPTAIN KAILASH SINGH: We already passed clear.

1 MR. JONES: South? North?

2 CAPTAIN KAILASH SINGH: We passed the north,
3 (indiscernible) emergency (indiscernible), north of
4 Bogoslav.

5 MR. JONES: You'll have to forgive me, Captain. I
6 don't have a chart in front of me and I'm not familiar with
7 this part of the world either right now so I'll, just that's
8 if I want to clarify it for you while we're talking about it
9 this way. Okay so if I could just recap, the Foss now is
10 towing you with a wire off, from your, off your port bow?

11 CAPTAIN KAILASH SINGH: Correct.

12 MR. JONES: And your 3 miles north of Bogoslav?

13 CAPTAIN KAILASH SINGH: I believe we had already
14 passed that (indiscernible).

15 MR. JONES: Okay, approximately.

16 CAPTAIN KAILASH SINGH: But that time Alex Hailey
17 was standing by.

18 MR. JONES: Okay.

19 CAPTAIN KAILASH SINGH: To make sure that we were
20 clear, clearing.

21 MR. JONES: Okay. So you're under a tow line now.
22 Alex Hailey is standing by. If you could just kind of
23 proceed from there.

24 CAPTAIN KAILASH SINGH: So we started, the tow
25 line was secure at 20:05, 20:05. The line was passed around

1 19:50 and tow line was secure around 20:05. And then they
2 took another 20 minutes or so (indiscernible) to assess the
3 situation that is happening. And then we were drifting and
4 we still start drifting. They were trying to pull us. They
5 were trying to pull the ship into the wind. They said they
6 are attempting to pull the ship into the wind but bow would
7 never (indiscernible). We try to give the (indiscernible)
8 on the ship also. Port (indiscernible) 20 degrees but
9 (indiscernible) and we kept drifting in the direction of
10 120, 135, 130, 115 rate. (Indiscernible) to almost 1.7
11 (indiscernible).

12 MR. JONES: Is that your drift speed?

13 CAPTAIN KAILASH SINGH: Drift speed.

14 MR. JONES: So your --

15 CAPTAIN KAILASH SINGH: So we kept going towards
16 (indiscernible) --

17 MR. JONES: South.

18 CAPTAIN KAILASH SINGH: (Indiscernible.)

19 MR. JONES: Okay, so the starboard --

20 CAPTAIN KAILASH SINGH: (Indiscernible.)

21 MR. JONES: (Indiscernible.)

22 CAPTAIN KAILASH SINGH: No, no, no.

23 (Indiscernible.)

24 MR. LEW: He's saying (indiscernible).

25 MR. JONES: Well that might be, well --

1 CAPTAIN KAILASH SINGH: (Indiscernible) side into
2 the, so (indiscernible).

3 MR. LEW: (Indiscernible) --

4 CAPTAIN KAILASH SINGH: (Indiscernible) the next
5 one to the east of (indiscernible).

6 MR. LEW: (Indiscernible.)

7 CAPTAIN KAILASH SINGH: (Indiscernible) no.

8 MR. JONES: Go ahead.

9 CAPTAIN KAILASH SINGH: (Indiscernible.)

10 MR. MCPHILAMY: Captain, this is (indiscernible)
11 McPhilamy. I believe you are correct, (indiscernible)
12 Island.

13 CAPTAIN KAILASH SINGH: Island.

14 MR. MCPHILAMY: I will confirm the spelling and
15 look at the chart.

16 CAPTAIN KAILASH SINGH: (Indiscernible.)

17 MR. MCPHILAMY: Okay.

18 CAPTAIN KAILASH SINGH: (Indiscernible) closer to
19 the other line then we started going closer to
20 (indiscernible) around 6:30 I spoke to the master again, Tug
21 Master. I said I appreciate your efforts but it looks like
22 we are going too close. At this rate we will definitely run
23 aground even with your assistance. He said I am aware of
24 that. We are trying to work out something. I said if you
25 could only (indiscernible) can help us, use (indiscernible)

1 to another tug. He said we are keeping that option also in
2 mind. Because I'm waiting for the daylight. Daylight was
3 going to be around 10:00. So I spoke to Tug Master around
4 6:30 or so but then by 7:30 the tug line parted. 7:32.
5 That was on 8th morning.

6 MR. JONES: 07:32?

7 CAPTAIN KAILASH SINGH: 07:32.

8 MR. JONES: In the morning.

9 CAPTAIN KAILASH SINGH: So he called me, Tug
10 Master, he called me. He said Captain, the tug line has
11 parted (indiscernible). And I said what do we do now. He
12 said I have no other, no spare towing line (indiscernible).
13 So I said quickly, I asked chief let me know from where,
14 which is the location from where the rope has parted so we
15 found it, it was just below the, 4-5 meters before the
16 (indiscernible). So they had lost only about 10, 8-10
17 meters, to our position. So I informed them they were
18 trying to figure out, they didn't know how much line we had
19 lost. So I called Sidney Foss Master and said you have lost
20 just about 10 meters, maybe 9, maybe 8. (Indiscernible.)
21 Alex Hailey was also in contact at that time and at that
22 time James Dunlap also in the vicinity. They were also
23 listening to this conversation. But then he said at the
24 moment I can't do nothing. First I'm collecting the line,
25 taking on board and then I'll speak to you after

1 (indiscernible). Let me figure out what I can do. Then
2 they took the line and they started splicing again another
3 line. So I said can you, what time can you make another
4 attempt. He said let me get ready and then I'll let you
5 know. By the time they were ready they said now the thing
6 is all the line is, we are ready but I cannot risk my, my
7 crew members to go (indiscernible) a lot of water on the
8 half deck. And around I believe, around 10:00 or so the
9 (indiscernible) the tug James Dunlap, she had contacted Alex
10 Hailey again that I take it you are on chief commander of
11 rescue mission. We authorize (indiscernible). But they did
12 not speak to me, they did not call me. I did not interfere
13 in that conversation.

14 MR. JONES: You, but you heard it over 16?

15 CAPTAIN KAILASH SINGH: I heard it, it was 16, I
16 think it was 16.

17 MR. JONES: Over the radio?

18 CAPTAIN KAILASH SINGH: Over the VHF.

19 MR. JONES: Okay.

20 CAPTAIN KAILASH SINGH: (Indiscernible) 16, but I
21 believe it was channel 16. Or could have been 6. Most
22 likely it was 16. And Sidney Foss did not interfere in that
23 conversation. And later still I asked if, if they could
24 pass me the tow line. I did not say it was anything
25 (indiscernible) I asked James Dunlap if they can pass me tow

1 line. They said that not at this time. They said the
2 weather is too bad. But weather was actually very very bad
3 at that time.

4 MR. JONES: Can you estimate the weather at that
5 time?

6 CAPTAIN KAILASH SINGH: Let me check. I think it
7 was (indiscernible) 10 to 9, 9 miles, Beaufort Force 9.

8 MR. JONES: Beaufort Force 9?

9 CAPTAIN KAILASH SINGH: Beaufort Force.

10 So they were never able to make any effort then.
11 They said they cannot risk their people. And then around I
12 believe the same time, around 10:00 or something Alex Hailey
13 told me to keep my anchors ready. I said anchors are
14 already ready to let go. They said we will, we will tell
15 you when to, when is the right time to drop your anchor. In
16 the meantime I was taking, checking (indiscernible). Then I
17 entered the shallow bags, the (indiscernible).

18 MR. JONES: Just electronically (indiscernible) --

19 CAPTAIN KAILASH SINGH: Oh I have (indiscernible).
20 I don't recall what time we entered that shallow patch and
21 then (indiscernible) 100 meter (indiscernible). So for a
22 long time we was maintaining 90-98, then we went to 85. But
23 when I drop anchor that time the (indiscernible) was showing
24 below the surface, not (indiscernible) but 98 meters. There
25 was sea surface.

1 MR. JONES: Okay. 98 meters?

2 CAPTAIN KAILASH SINGH: 98 meters, total depth.

3 MR. JONES: Total depth?

4 CAPTAIN KAILASH SINGH: Total depth. Including
5 the ship's draft.

6 MR. JONES: Including the draft? Do your
7 electronics convert that, is that how it's set?

8 CAPTAIN KAILASH SINGH: No, they show --

9 MR. JONES: The actual depth of water?

10 CAPTAIN KAILASH SINGH: It shows, you can set it
11 (indiscernible) so you can set it right below heel or below
12 the surface.

13 MR. JONES: Okay, so this is below the surface?

14 CAPTAIN KAILASH SINGH: Below the surface.

15 MR. JONES: Okay. And that's when you let the
16 anchor go?

17 CAPTAIN KAILASH SINGH: The port anchor, we let go
18 of the port anchor. They told me to lower it to 7, 7
19 shackles.

20 MR. JONES: Now did --

21 CAPTAIN KAILASH SINGH: (Indiscernible.) They
22 just told me that (indiscernible) so I started
23 (indiscernible) at about 6, I got 6 shackles down, not very
24 sure whether it is 6 or 4 then I told them all 10 shackles
25 are down now. (Indiscernible) and cable is still in gear,

1 still in gear and I'm (indiscernible) so three precautions
2 in case of slip. For some time we did not feel any banging
3 noise but there was very very strong wind. We could not be
4 very sure but for, I believe first half an hour or something
5 chief said he did not hear anything but then he said he
6 heard one sound (indiscernible) and anchor was
7 (indiscernible) or something. But anchor, we were still
8 drifting slowly. For some time we thought we were, she was
9 okay but she settled down first and then she start again
10 that way. And two, three times we said there's a lot of
11 weight coming on the (indiscernible). Initially it could
12 hold but they said she will have not slipped at all. Then
13 finally I think it slipped a couple of inches and then
14 (indiscernible) came on this building five and it stayed
15 there. We had no problem stopping and keeping that anchor
16 on the check after that. It never walked back,
17 (indiscernible).

18 MR. JONES: How many shots?

19 CAPTAIN KAILASH SINGH: 10 shots.

20 MR. JONES: 10 shots?

21 CAPTAIN KAILASH SINGH: 10 shots were on the
22 (indiscernible). I had 11 so I want to keep some.

23 MR. JONES: So you had one shot. One shot of
24 chain in the bed?

25 CAPTAIN KAILASH SINGH: One in the bed.

1 MR. JONES: Okay.

2 CAPTAIN KAILASH SINGH: (Indiscernible) --

3 MR. JONES: That is the 10 shots --

4 CAPTAIN KAILASH SINGH: -- from the
5 (indiscernible) --

6 MR. JONES: -- on the (indiscernible), to the bow?

7 CAPTAIN KAILASH SINGH: -- (Indiscernible.)

8 MR. JONES: Okay.

9 CAPTAIN KAILASH SINGH: But then we kept drifting.

10 And I believe then Alex Hailey asked Sidney Foss can they
11 make another attempt to pass the line. They said no. They
12 said it was too dangerous still.

13 And then Alex Hailey, they said we are monitoring
14 your position. Now little bit I'm not very sure. They,
15 they made one more attempt to help us because Sidney Foss
16 said we are not going to do it. And not very sure about the
17 sequence, whether it was the second anchor first or after.
18 They made another attempt. They said okay, you are getting
19 too close now. We are going to tow you now, Alex Hailey
20 said, the U.S. Cutter. They said we are going to tow you
21 now. So they went, they came on my port corner. They tow
22 line was across my bow. They said we are, if you get people
23 ready we're going to use the (indiscernible) throw you a
24 line, (indiscernible) line. You take it up, take it up and
25 then we'll pass you a tow line. They gave me some little,

1 (indiscernible). So we got the line, we took their line and
2 then we started heaving. (Indiscernible) they cut across my
3 bow, they kept proceeding but the strain was so much they
4 lost (indiscernible) and then they leave the line. They got
5 scared. (Indiscernible) they said they're sorry
6 (indiscernible) the line. It took some time to get the ship
7 under control and then they went away. They said they are
8 thinking off making another attempt but they said it could
9 take only, another 45 minutes. They're still contemplating
10 about making another anchor.

11 But eventually when it was too late they said. That
12 they will not do that. So I am not very sure about the
13 second anchor (indiscernible) or after that. I have sudden
14 (indiscernible) I think 1 mile or at one point it was more
15 than 1 nautical mile from the shore for the Foss. I started
16 walking back to my starboard anchor. But I, I told Alex
17 Hailey that I am going to use my starboard anchor. They
18 said, first they said I better check with the Sidney Foss.
19 It may hamper their rescue missions later on if you have two
20 anchors.

21 I spoke to Alex, Sidney, sorry, Sidney Foss. I
22 said is it okay if I use the starboard anchor because I'm
23 going too close now, (indiscernible). They said okay
24 Captain, go ahead. And I have to just, it's still the
25 weather is very bad so you use whatever you have. Do

1 whatever you can. So I started (indiscernible).

2 And when the anchor was 10 shots on the starboard
3 I stopped. I do the same thing (indiscernible). And it
4 appeared that we were not drifting anymore. We maintained
5 that (indiscernible) .9 cables off of the shore.

6 MR. JONES: .9 cables?

7 CAPTAIN KAILASH SINGH: .9 on the shore.

8 MR. JONES: Off from the shore?

9 CAPTAIN KAILASH SINGH: Off from the shore.

10 MR. JONES: Okay.

11 CAPTAIN KAILASH SINGH: And my stern was facing
12 the shore. So that means that it was, let's say at least 8
13 cables from the shore, the stern of the ship. And in the
14 meantime we were cutting with our, reviving the engines,
15 working on the number 6 unit. And (indiscernible) loading
16 anchor and (indiscernible) that crew also went to assist but
17 (indiscernible).

18 They started telling me I think around 10:00, the
19 Alex Hailey, that Captain, you should planning down because
20 we are running towards danger. (Indiscernible) concern they
21 said it was safety of life. I said I fully understand but I
22 need, I'm trying my best to avoid the ship running aground
23 so I am making all my efforts, and I'm working on my engines
24 and I'm trying to get them ready as soon as possible so
25 please try to delay us and as long as possible to

1 (indiscernible. They said okay what they will do is you
2 mark at least 5-9 persons of work on the (indiscernible).
3 We'll send them in one batch, first batch. So I delayed
4 that, I said I had this movement. I said that nobody is
5 nonessential. I need all the hands. (Indiscernible) not
6 possible. So I delayed until about 1300 hours. Then they
7 did not ask me, they said Captain, now we are sending the
8 first chopper. Please sir, keep your people ready.

9 So the engineer told us Chief said send all the
10 (indiscernible) cook and one (indiscernible). So 9 people
11 were marked, sent to the (indiscernible). The helicopter,
12 the first helicopter came they took a round. They said
13 okay, port bow is a safe place, assemble them there.

14 They were picked up around 13:58, first batch, 9
15 persons. Then for the second batch I said please give me as
16 much time as possible so that I can use these people to get
17 the engine running because we are trying to put the number
18 3, number 6 unit back, etcetera. The pistons were out and
19 (indiscernible) the ranks. But then (indiscernible) 20-20
20 minutes. That also gave, they just said because
21 (indiscernible) the helicopter right away so they just send
22 it. So I had to rush people, I moved the people from engine
23 room. I said, so I told chief, I said they're not
24 (indiscernible) send the second batch. We keep just 8
25 persons on. They said either you keep 8 or you keep 9. So

1 (indiscernible) so we sent another 9 persons. They were
2 rescued I believe around 14.38. So 9, by this time 19
3 persons had, part of 26 crew had gone.

4 MR. JONES: And Captain, before we get too far
5 ahead, this is all over VHF 16?

6 CAPTAIN KAILASH SINGH: 16 and 6.

7 MR. JONES: 16 and 6?

8 CAPTAIN KAILASH SINGH: Because I had channel 22
9 (indiscernible) also. (Indiscernible.)

10 MR. JONES: Okay.

11 CAPTAIN KAILASH SINGH: Now then, then they asked
12 me (indiscernible) the remaining 8 persons. That was around
13 16 (indiscernible) they told me that they have two options.
14 They said until 1800 hours (indiscernible) sources
15 available. They can lift all 8 persons in one group,
16 (indiscernible) routes. After 1800 hours they said that
17 their ability would be limited very much limited because
18 they have a small chopper that can lift only 4 persons, no
19 more. And you must allow us at least one hour to lift all 8
20 of you. That is in two batches, that is a minimum. But
21 then they said that you should concerned about the weather
22 because nighttime preparations can take much longer and it
23 can be very very difficult and unsafe for the rescue teams
24 and also for the crew. Operation could take longer. I said
25 I'm still working on my engines. I would like to check with

1 my chief engineer, but will you please give me some more
2 time. I said I'll let you know. I know that 1800 hours is
3 the deadline for (indiscernible) persons. I said I will
4 keep that in mind. So I kept them (indiscernible) then they
5 asked me again around 16:30. Again they (indiscernible). I
6 said we are trying to contain the area as soon as possible.

7 In the meantime I was in touch with chief engineer. He
8 said he was trying his best. Finally at 1700, I think it
9 was 16:50 or something, 16:55 they told us Captain, we're
10 waiting. (Indiscernible) let me check one more time. 1700
11 hours I spoke to my company, I told them this is the
12 situation and I spoke to the chief engineer how much time do
13 you need because 1800 we cannot remain beyond 1800 hours.
14 He said I just need 10 minutes more. After that I'll give,
15 I'll fire the engine. So I put the phone down and
16 (indiscernible). I had one phone on the bridge, one in my
17 cabin. So that is (indiscernible) chief engineer after
18 around 1700 hours. He said I need just 10 minutes. So I
19 was, (indiscernible) because I had kept Coast Guard Cutter
20 waiting. So my procedure was I will ask them that 1800
21 hours I need a chopper. And in the meantime I expect the
22 (indiscernible) next 20-25 minutes where I allowed another
23 15 minutes. The chief engineer said 10 minutes are allowed,
24 another 15 minutes. If anything goes wrong okay we don't
25 need, we can spare, but 1800 hours I definitely need a

1 chopper. If things didn't go well cancel it. But as I was
2 climbing up within two minutes or something (indiscernible)
3 I have the (indiscernible) that we got our (indiscernible)
4 and we can (indiscernible) 4, 5, 6 seconds another one.
5 Immediately I picked up the inter, (indiscernible). I said
6 chief please get everybody out of here. We have run
7 aground. Send everybody within one or two minutes
8 (indiscernible) to the post involved. We have run the ship
9 aground and I'm calling for the helicopter because
10 helicopter they had already told me that they were in place.
11 So I put the (indiscernible) I contacted the Alex Hailey
12 and said we have run aground, please send up the chopper as
13 soon as possible. We will be there in 2-3 minutes waiting.
14 All of the persons. (Indiscernible) sending the chopper as
15 soon as possible. So then we went, all 8 of us were there.
16 Then we lost contact from the VHF but then (indiscernible)
17 channel 16 and I had (indiscernible) channel 6. We waited,
18 I told the first helicopter, when helicopter was hovering
19 around, was assessing I believe the (indiscernible) she kept
20 circling around the deck, assessing the situation. After
21 this, the rescue helicopter came around 17:55 or so. She
22 was followed by another helicopter within a span of, I
23 believe, 10 seconds or so, 13 seconds. Two helicopters are
24 there suddenly. We were expecting only one. The first one
25 came, we had slight problems that time. (Indiscernible)

1 spray coming but as they started picking up the first person
2 spray started coming on the bow. And then one after another
3 the ship was rolling also, rolling badly. So because they,
4 they were having difficulty getting people into the
5 (indiscernible) so they told (indiscernible) what do you
6 call that, (indiscernible)?

7 MR. JONES: Rescue squad.

8 CAPTAIN KAILASH SINGH: Rescue squad. Yeah and
9 (indiscernible) he came down. So he started dragging the
10 people one by one (indiscernible). First person who went
11 into the (indiscernible). The second one (indiscernible)
12 second person had gone and then I was standing
13 (indiscernible) open and closed, number 1 hold. I had
14 (indiscernible) I said can everybody go. I'm going to be
15 the last one to go. If I go (indiscernible). So when
16 asked, as soon as number 7 had gone I ran to the flight
17 position to take up position (indiscernible) so I had --
18 sorry.

19 MR. JONES: Take your time.

20 CAPTAIN KAILASH SINGH: I had my back facing the
21 port side, shop side (indiscernible), sir. And one big wave
22 came and they were (indiscernible) something stuck. I
23 thought ship was breaking. But at that (indiscernible)
24 looking toward that other side because I was trying to
25 (indiscernible) washed right into the water. But

1 (indiscernible) that way. So what I heard, I thought the
2 ship was breaking, I thought the railing was broken. But
3 then I saw some, some (indiscernible) broken down and then
4 (indiscernible). And the second helicopter, he was hanging
5 very closely and was just above this. One went down and the
6 other one (indiscernible) started picking up people, I saw
7 it picking up people. And then I told (indiscernible) don't
8 stand there, we'll go over (indiscernible) that is a safer
9 area. (Indiscernible.) So we were watching for them. They
10 picked up all these people. I don't know how many, I have
11 no idea where they picked them up or how much. So they
12 picked up whatever they were doing and (indiscernible) then
13 they called us on the radio. We started contacting them on
14 channel 6. That time channel 6 we (indiscernible). But 16,
15 channel 16 (indiscernible) we had already boarded, even the
16 last person, number 7 the phone (indiscernible). So channel
17 6 (indiscernible) I started calling the Alex Hailey
18 (indiscernible). So then I am (indiscernible) two persons
19 are waiting. They said okay, the helicopter just left now.
20 They will take these people to safety and then they will
21 come back to you and then the radio, someone took the radio
22 from me. He started speaking to them and then
23 (indiscernible) quite a while before they come back
24 (indiscernible) so they will take them to the hospital so we
25 will keep you advised. Then they said we will be in touch

1 with you every 10 minutes, over the radio. (Indiscernible)
2 then I left the radio (indiscernible). So we waited until
3 20, yeah, 20:45 hours the (indiscernible) the helicopter
4 then the chopper came. Helicopter got around 16:15 so that
5 the chopper which came to take us, they (indiscernible) I
6 believe they came around 20:35 or so. And they picked me up
7 around 20:45. I was inside the chopper when I said checked
8 the time it was 20:45. So someone came within the next two
9 minutes or so, next two or three minutes. Helicopter
10 (indiscernible) ask helicopter to come by she's too high
11 (indiscernible) option. (Indiscernible) starboard side we
12 can pick us up on the starboard side. So then they took
13 (indiscernible) our positions and both of us were on that,
14 on the chopper.

15 Okay, let me go back now. When we were waiting
16 for the chopper around 19:30. (Indiscernible) so I, I was
17 looking, I saw the bridge being misaligned. So I called and
18 said the ship was breaking into two. He said what will
19 happen now. He said now we just wait. (Indiscernible) 23
20 years old. What will we do now. I said can we do
21 something, how can you save us. I said we're going to law
22 (indiscernible) because I don't want to go into that. I
23 thought (indiscernible) survive in that water. He said I
24 know some (indiscernible) I take good care of you. I'm the
25 same way, I will keep you also. He said we will keep the

1 (indiscernible) so we made fast (indiscernible) so we tried
2 to secure (indiscernible) after some time it broke. Main
3 portal we could not, we didn't want to go (indiscernible),
4 taking too much of a chance, plus we were not sure of where
5 it is (indiscernible) still on board or whether it has gone
6 over the side. So (indiscernible) but around 19:30 ship
7 broke and the (indiscernible) port side (indiscernible) fall
8 apart on this side. (Indiscernible) and then we left the
9 ship (indiscernible), when I left the ship the light was
10 still on. (Indiscernible) I think even that time light went
11 off. But when the helicopter (indiscernible) I saw ship was
12 (indiscernible). There are no lights on by that time.

13 Now the other thing is when I started running
14 (indiscernible) I'm going back again (indiscernible). I had
15 lots of incoming (indiscernible) from number 3
16 (indiscernible). And then I was proceeding I heard from
17 (indiscernible) I believe, first I thought it was number 4
18 that was entangled, ruptured first but lot of air was still
19 coming so (indiscernible) filling up so we have to get to
20 this side. I thought only number 3 (indiscernible) also but
21 when I thought it was holding they (indiscernible) number 7
22 and number 6. So my understanding was my, I think it was
23 probably only number 4 which broke first but later on we
24 were all standing engineer told me they heard a big bang
25 noise in engine room also. (Indiscernible) engine room or

1 in (indiscernible) because number 4 it is very close
2 (indiscernible). I asked them I said did you see any water
3 but I think they were all panicked so nobody wanted to look
4 down there so we are not sure (indiscernible) engine room
5 flooding or not.

6 So when the ship broke it broke (indiscernible) my
7 guess was it was after number 4 like that but
8 (indiscernible) and yesterday I saw a picture that is
9 clearly trying to (indiscernible) number 4. So which means
10 we had (indiscernible) in the area of number 2 central fuel
11 tank, (indiscernible) but I could not see any spill that
12 time, (indiscernible). So we took (indiscernible) only on
13 the port side immediately. (Indiscernible) anchors, I do
14 not know if they were close to land or not but half seemed
15 to be just getting away and then (indiscernible) distance of
16 30 meters, (indiscernible). So it's 20-25 (indiscernible).
17 The lights were off when we started moving.

18 MR. JONES: At that, were both anchors out, did
19 you experience any breaking of the chain or --

20 CAPTAIN KAILASH SINGH: No. What I heard was at
21 one time the (indiscernible) and one time I heard a lot of
22 air pressure coming out of (indiscernible) air tank so I was
23 (indiscernible) flooding in this area now. I think it is
24 coming, (indiscernible) area. Water was coming and we had
25 water in the engines (indiscernible). So 4B was flooding.

1 So a lot of noise also coming. But then after certain time
2 there, the noise stopped, the water stopped, the air stopped
3 coming, coming out of that area. That was also when the
4 (indiscernible) port side, so I could hear (indiscernible)
5 going, getting out of (indiscernible). So 4B was definitely
6 punctured, I would say. And (indiscernible) water is coming
7 out of number 4 but that was I think water is coming which
8 came from (indiscernible) happen. A lot of water coming, it
9 appeared as if water is coming out of it, that joining of
10 (indiscernible) the tank stopped and (indiscernible) not so
11 many noises then. I saw the ship breaking but I did not
12 hear any sound. But there was also (indiscernible) whether
13 that could be, cable could be getting stretched or maybe
14 anchor was (indiscernible) sea was very very rough, very
15 angry.

16 MR. JONES: Well when you realized you went
17 aground and touched, hit bottom for the first time --

18 CAPTAIN KAILASH SINGH: 17:02 maybe.

19 MR. JONES: Did you, did you feel that both
20 anchors were still out and the chain was intact?

21 CAPTAIN KAILASH SINGH: No, we did not, nobody
22 went (indiscernible) to look at the anchor at that time.

23 MR. JONES: Okay.

24 CAPTAIN KAILASH SINGH: We just stood there and
25 (indiscernible) and number 1 hatch for in that area. Two of

1 the times I (indiscernible) crew member but the wind was too
2 strong and I just stayed down.

3 MR. JONES: But some time back then in the early
4 part of the interview you thought you were, you were Point 9
5 cables off the beach and holding?

6 CAPTAIN KAILASH SINGH: We were holding. We
7 thought the anchor was holding, but for a couple of hours.

8 MR. JONES: Did you think both anchors were
9 holding or just one?

10 CAPTAIN KAILASH SINGH: I'm not sure of that.

11 MR. JONES: Okay.

12 CAPTAIN KAILASH SINGH: Because then that time
13 nobody was watching the cable. Everybody was helping the
14 chief engineer.

15 MR. JONES: Okay.

16 CAPTAIN KAILASH SINGH: I (indiscernible) so chief
17 also was assessing the condition, checking the position from
18 the time we were maintained. Before that I also was also
19 checking. So we kept monitoring the position. Position, we
20 agreed we were safe. In fact I was going to (indiscernible)
21 that we start engine and we keep engine running and then
22 once everything under control then when the weather broke
23 then we can start (indiscernible) tow line, (indiscernible)
24 when the weather improves, next day or something, but then
25 suddenly I heard all this noise.

1 MR. JONES: Okay.

2 CAPTAIN KAILASH SINGH: 17, let's say 16:55. I
3 must have taken 5 minutes to go down and getting up
4 Singapore office and also chief engineer. So 1700 when I
5 was running up, so that is the time we hit the bottom.

6 MR. JONES: And who is on the bridge --

7 CAPTAIN KAILASH SINGH: Chief officer.

8 MR. JONES: Chief officer was on there? That's
9 when you were on the phone?

10 CAPTAIN KAILASH SINGH: When I was on the phone.
11 Chief officer was manning the bridge.

12 MR. JONES: Okay.

13 I'm going to take a break right now.

14 Okay, we're continuing the interview with Captain
15 Singh. This is Rob Jones from the National Transportation
16 Safety Board and just a couple more questions, Captain and
17 then I'm going to open it up to the rest of the room. So
18 the number of your crew that went off with the first
19 helicopter, that was?

20 CAPTAIN KAILASH SINGH: 9.

21 MR. JONES: 9. And then the subsequent number?

22 CAPTAIN KAILASH SINGH: 9.

23 MR. JONES: So two groups of 9?

24 CAPTAIN KAILASH SINGH: Right.

25 MR. JONES: And Captain, do you have survival

1 suits aboard your vessel?

2 CAPTAIN KAILASH SINGH: We have three survival
3 suits.

4 MR. JONES: Three survival suits on the entire
5 vessel?

6 CAPTAIN KAILASH SINGH: Entire vessel.

7 MR. JONES: So no, any other type of foul weather
8 gear or survival gear.

9 CAPTAIN KAILASH SINGH: Only three suits.

10 MR. JONES: Three suits?

11 CAPTAIN KAILASH SINGH: Otherwise we have
12 (indiscernible) and we have life boats.

13 MR. JONES: Okay and during the course of the
14 emergency did you make any kind of call to the crew to put
15 on life jackets or how was that message or order relayed to
16 them?

17 CAPTAIN KAILASH SINGH: (Indiscernible.) I told
18 everybody to go to the helicopter life jacket on.

19 MR. JONES: And how did you do that? Over a
20 walkie talkie, a PA system?

21 CAPTAIN KAILASH SINGH: No, I told chief officer
22 on the PA system and then I made announcement everybody
23 proceed with your life jackets on.

24 MR. JONES: Okay. And how often do you holds
25 drills for the ship, Captain? Life boat drills, fire

1 drills?

2 CAPTAIN KAILASH SINGH: We have at least minimal
3 of once a month. It's twice a month normally, twice a
4 month. That is fire drill and abandon ship drill
5 (indiscernible).

6 MR. JONES: Okay and does your vessel have an ISM
7 safety management system?

8 CAPTAIN KAILASH SINGH: We do have.

9 MR. JONES: And can we get that disk? Do you have
10 a copy of that?

11 MR. LEW: Certificate. We have that in your
12 office, the ship's INC certificate.

13 MR. JONES: And also the --

14 MR. LEW: The U.S.C. --

15 MR. JONES: We would like the SMS itself, the
16 Safety Management System disk if you have that.

17 MR. LEW: Okay.

18 MR. JONES: It'd be a pretty hard copy if you have
19 it on the disk.

20 MR. LEW: We record (indiscernible). We have
21 first level, second level, third level.

22 MR. JONES: Okay.

23 MR. LEW: So you cannot have all the detailed
24 instructions itself

25 MR. JONES: Okay. I'm going to turn the

1 investigation over to Mr. Brian Curtis at this time,
2 Captain.

3 You can ask any questions.

4 MR. CURTIS: Captain, this is Brian Curtis. As we
5 spoke earlier we have some engineering related questions.
6 So if you could just do your best in answering them that
7 would be great. Just for clarification back for repairs
8 early on you said number 3 --

9 CAPTAIN KAILASH SINGH: Liner.

10 MR. CURTIS: Was that number 3 engine?

11 CAPTAIN KAILASH SINGH: Number 3 unit of main
12 engine. The liner of number 3 main engine.

13 MR. CURTIS: Right. Okay.

14 CAPTAIN KAILASH SINGH: And number 3
15 (indiscernible) had it's liner cracked.

16 MR. CURTIS: Okay. How many main engines are
17 there?

18 CAPTAIN KAILASH SINGH: In the main engine, only
19 one main engine but in the 6 units.

20 MR. CURTIS: 6 cylinders?

21 CAPTAIN KAILASH SINGH: Cylinders.

22 MR. CURTIS: Okay, okay. And then they repaired
23 that and they went to re fire it and then there was a
24 problem?

25 CAPTAIN KAILASH SINGH: No when we isolated it,

1 this unit, we start trying to fire it, can't work but it
2 will not work. Made several attempts and didn't fire. Then
3 we (indiscernible).

4 MR. CURTIS: And later on you referred to number
5 6.

6 CAPTAIN KAILASH SINGH: Correct.

7 MR. CURTIS: So it was number 3 early on. You
8 couldn't re fire it. And then where does number 6 come into
9 the --

10 CAPTAIN KAILASH SINGH: (Indiscernible.) Sir,
11 number 3 we isolated that is while the men were onboard.
12 How to go about isolating number 3 unit and proceed, resume
13 your passage within 5 yards. We did all that as per
14 instructions, we did not succeed recalling that with talking
15 with the department in Singapore.

16 MR. CURTIS: Okay.

17 CAPTAIN KAILASH SINGH: They, in turn they got in
18 touch with the beakers in (indiscernible). Who was
19 (indiscernible)? Give us step by step procedure of what
20 statute you followed, what have you done? So we had I think
21 six, seven steps. We told them what all we had done. Then
22 they, then the reply came by email on the telephone
23 (indiscernible) you don't have to take all these six, seven
24 steps. Only do first step. And you put those all, remove
25 all the blanks which you have already got back. Only

1 isolate 3. I think (indiscernible) I'm not sure. So only
2 number 1 I do. So we did that. So we (indiscernible)
3 position and isolated only 2 as per the other instructions,
4 beaker's instructions. (Indiscernible) as per the
5 instructions. They said engine will start, you should have
6 no problem. So we tried again. No luck then. And then --
7 is that the answer now or I continue? You say how did
8 number 6 come into picture. Then we told them sorry, no
9 luck. They said okay, do this, do this. Two, three more
10 vessels came and then they said okay, stop doing that, don'
11 give too many kicks. It might damage the pistons. Nobody
12 (indiscernible) have a look at the piston in all the units,
13 (indiscernible) then another message came that
14 (indiscernible) full picture. Take from the starboard side
15 also. That is from the starboard side we had to go and
16 enter through the scavenging space. So they said
17 (indiscernible). So we took the photograph, we sent it away
18 (indiscernible) and also written message also that unit
19 number 1, yes, number 2, yes, number 4, 5, 6, so we thought
20 number 6 was the worst. I think more number of
21 (indiscernible) was made.

22 MR. CURTIS: Okay.

23 CAPTAIN KAILASH SINGH: And they were blackened,
24 whatever technique (indiscernible) or sticky, whatever.
25 (Indiscernible.) Then what they, what conclusion they reach

1 is if you can remove the piston of number 6, change the
2 rings, piston rings, you should be able to fire the engine.

3 But now that weather is very bad now we normally should be
4 (indiscernible) 10 to 12 hours but now with the weather it
5 can take only two days, maybe (indiscernible), plus we are
6 scared to take it up because the ship is rolling.

7 MR. CURTIS: Correct.

8 CAPTAIN KAILASH SINGH: So that's all we start
9 working on number 6 unit. It's, you repair just number 6
10 and then main engine should start, you should have no
11 problem. That is the worst one. (Indiscernible) --

12 MR. CURTIS: Correct me where I'm wrong here. You
13 first identified, they identified number 3 as the problem.

14 CAPTAIN KAILASH SINGH: Yeah, and number 3
15 (indiscernible) the liner cracked there.

16 MR. CURTIS: Okay. So you stopped the entire
17 engine?

18 CAPTAIN KAILASH SINGH: If we stopped the engine,
19 we stop the entire engine.

20 MR. CURTIS: Okay you stopped the entire engine.

21 CAPTAIN KAILASH SINGH: That's it.

22 MR. CURTIS: Repaired number 3.

23 CAPTAIN KAILASH SINGH: No, no, no. We wanted to
24 remove the liner on number 3 unit but then the rolling was
25 there, too much rolling. We thought it should be remove the

1 liner or shouldn't we remove the liner. So we, some time
2 was wasted whether to do it or not. One person was saying
3 let's do it, chief engineer is saying let's doing.
4 (Indiscernible) saying if it does that what happens. There
5 is a disagreement going on. Should we do it, shouldn't we
6 do it. So finally we came to the conclusion that we isolate
7 this unit. Because of weather, the weather was very bad so
8 we cancel that option that we will not remove the liner.

9 MR. CURTIS: Okay and that's, so you isolated that
10 unit and then tried to re fire and it wouldn't re fire.

11 CAPTAIN KAILASH SINGH: Yeah. Then --

12 MR. CURTIS: And then the BMW rep told you to
13 check everything and you found number 6 to be faulty.

14 CAPTAIN KAILASH SINGH: Yeah, and then we had to
15 listen, okay your procedure was not correct. We followed
16 this procedure to restore all the connections back, isolate
17 only (indiscernible). Do only what you did, nothing,
18 (indiscernible). So we did that. We could not start. Then
19 the company said okay, don't give any more kicks, you'll end
20 up (indiscernible) all the piston rings. Now you open the
21 door and check the piston rings of 4 and 5 units and same
22 person photographed condition.

23 MR. CURTIS: All right. You mentioned there was,
24 these directions came from the BMW representative?

25 CAPTAIN KAILASH SINGH: No, no. (Indiscernible)

1 superintendent in Singapore.

2 MR. CURTIS: So your company?

3 CAPTAIN KAILASH SINGH: That is correct.

4 MR. CURTIS: Okay.

5 MR. LEW: The superintendent was making contact
6 with the BMW of communication process through the office
7 (indiscernible).

8 MR. CURTIS: And I was talking to Captain Lew,
9 this is Brian Curtis again. Can I just, do you have that
10 representative's name that I could get later?

11 MR. LEW: I can check it out. I can check it out.

12 CAPTAIN KAILASH SINGH: I can give you the name.

13 MR. LEW: Of BMW?

14 CAPTAIN KAILASH SINGH: (Indiscernible) --

15 MR. CURTIS: The individual that called the
16 vessel.

17 CAPTAIN KAILASH SINGH: Yeah, Mr. Rajiv Serin.

18 MR. LEW: The superintendent (indiscernible).

19 MR. CURTIS: And how do you spell that?

20 MR. LEW: R-A-J-I-V, S-E-R-I-N.

21 MR. CURTIS: R-A-G --

22 MR. LEW: I-V, S-E-R-I-N.

23 MR. CURTIS: J, R-A-J-I --

24 CAPTAIN KAILASH SINGH: RAJ (indiscernible) --

25 MR. CURTIS: (Indiscernible?)

1 MR. JONES: And his position is?

2 MR. LEW: Superintendent in charge of the vessel.

3

4 MR. CURTIS: Who is, do you, are you aware who was
5 in the engine room with, working on the engine?

6 CAPTAIN KAILASH SINGH: Chief engineers are in
7 there.

8 MR. CURTIS: Those are the --

9 CAPTAIN KAILASH SINGH: They were taking all the
10 decisions they were to do because they had a system so I
11 don't know because I was on the bridge.

12 MR. LEW: May I ask a question on that? What
13 (indiscernible) because when you ask (indiscernible).

14 MR. CURTIS: Okay Captain Singh, who was in the
15 engine room initially? You say the captain or the chief
16 engineer and second engineer are down there. Who was his
17 assistants? Are you aware of who was there?

18 CAPTAIN KAILASH SINGH: No, I was on the bridge.
19 I receive a call from chief engineer, the engine has broken
20 down.

21 MR. CURTIS: Okay. And later on you said you, I'm
22 not sure, you said you sent people below to work with them
23 but who did you, did you send anybody down to work with the
24 engineers as well?

25 CAPTAIN KAILASH SINGH: From the deck side I sent

1 two or three times give chief officer some of the crew
2 members to assist.

3 MR. CURTIS: Do you recall total, how many you
4 sent down total?

5 CAPTAIN KAILASH SINGH: Six persons besides me and
6 chief officer they were all down.

7 MR. CURTIS: They were all in the engine room?

8 CAPTAIN KAILASH SINGH: And until the time we hit
9 that (indiscernible). All the six people, (indiscernible)
10 six people, they were assisting.

11 MR. CURTIS: Just bear with me as I read through
12 my notes here. Are you aware of how many ship service
13 generators there were other than the main engines, for
14 power?

15 CAPTAIN KAILASH SINGH: Three generators.

16 MR. CURTIS: Three generators? And they usually
17 run all three do you know?

18 CAPTAIN KAILASH SINGH: No, one or two. One, two.

19 MR. LEW: At sea position only we run
20 (indiscernible) because we're not (indiscernible).

21 MR. CURTIS: Okay this is just for the
22 transcriptionist and if you do interject that we identify
23 ourselves.

24 I'll just ask Captain Lew what's the normal
25 procedure for --

1 MR. LEW: Normal procedure when they sign the boat
2 itself normally you run one. If the boat exceed
3 (indiscernible) then we run two. We have three but one is
4 always on the stand by itself (indiscernible).

5 MR. CURTIS: Okay, Captain Singh that day do you
6 recall how many generators were running, do you know?

7 CAPTAIN KAILASH SINGH: No, I don't know. It
8 should be only one. Because we're at sea. (Indiscernible)
9 it should be one.

10 MR. CURTIS: Okay. The fuel, they burn heavy fuel
11 and light fuel?

12 CAPTAIN KAILASH SINGH: No only 380 CSD.

13 MR. CURTIS: 380 CSD. And are you aware of what
14 tanks they were burning from at the time of --

15 CAPTAIN KAILASH SINGH: We were using number 2.
16 (Indiscernible.)

17 MR. CURTIS: And you were in contact with the
18 chief engineer. Was he aware of the proximity, how close
19 you were to land?

20 CAPTAIN KAILASH SINGH: Yeah, I kept on telling
21 chief engineer that we are drifting very quickly to the
22 coast. I think once or twice I told him around 3 miles.
23 Not all the time. Once in a while I would tell him
24 (indiscernible) do quickly. We're getting closer all the
25 time.

1 MR. CURTIS: I realize it's not your area. Do you
2 recall any previous problems along these same lines that
3 they have with the engines? Is this a regular problem?

4 CAPTAIN KAILASH SINGH: What sort of problem?

5 MR. CURTIS: A breakdown because of a bad
6 cylinder. Was this a problem that --

7 CAPTIAN KAILASH SINGH: No, no.

8 MR. CURTIS: -- happened periodically? Do you
9 remember the last time it happened?

10 CAPTAIN KAILASH SINGH: No. Not during my time.
11 I've been there for four months.

12 MR. CURTIS: And what was your rotation on the
13 vessel? How long was your trip?

14 CAPTAIN KAILASH SINGH: Kept with my
15 (indiscernible)?

16 MR. CURTIS: Yes.

17 MR. LEW: (Indiscernible.)

18 CAPTAIN KAILASH SINGH: For about six months. I
19 got to do five months, can be five and a half, six.

20 MR. CURTIS: So you were about four months into
21 your --

22 CAPTAIN KAILASH SINGH: Just about four months.

23 MR. CURTIS: -- service trip? And did you work
24 frequently with this chief engineer?

25 CAPTAIN KAILASH SINGH: No, first time I'm

1 sailing, first time with him.

2 MR. CURTIS: And how long had he been with the
3 vessel?

4 CAPTAIN KAILASH SINGH: We were (indiscernible) I
5 came about six, seven days before him.

6 MR. CURTIS: Oh, so about the same time onboard.
7 And when you were in Seattle did you have any Coast Guard
8 inspections?

9 CAPTAIN KAILASH SINGH: We had Coast Guard
10 inspection. Because the ship had come to States after six,
11 seven years. Last time she was (indiscernible) was '98,
12 December.

13 MR. CURTIS: Okay.

14 CAPTAIN KAILASH SINGH: So they came for BSC
15 inspection and as (indiscernible) ISBS for security also.

16 MR. CURTIS: Last time you took fuel, last time in
17 bunkers, when was that, do you recall?

18 CAPTAIN KAILASH SINGH: In Seattle
19 (indiscernible).

20 MR. CURTIS: In Seattle? Are you aware of the
21 tanks they bunkered to?

22 CAPTAIN KAILASH SINGH: We bunkered in 2 center, 3
23 center.

24 MR. CURTIS: Do you recall how much you took?

25 CAPTAIN KAILASH SINGH: 1,000 tons. 2

1 (indiscernible), 4 quart, three tanks.

2 MR. CURTIS: I realize I'm jumping around here --

3 CAPTAIN KAILASH SINGH: No, it's all right.

4 MR. CURTIS: -- (indiscernible) my notes. When
5 the chief came topside, when they stopped working on the
6 engine, the chief came topside with everybody else did he
7 make any other comments regarding the engines before he left
8 the vessel? Did you discuss anything with him?

9 CAPTAIN KAILASH SINGH: No, because he told me he
10 needs 10 minutes, but now on the, as per the last
11 conversation. He said he needs 10 minutes but then I
12 (indiscernible) chief forget everything. We have already
13 hit the bottom, we're run aground. Let's run forward now.
14 Leave everything as it is. So after that I can't remember
15 what he said, how much (indiscernible) chief. But 10
16 minutes was the last, last thing I heard from him.

17 MR. CURTIS: Okay so you're --

18 CAPTAIN KAILASH SINGH: So we're standing there,
19 just the people are just standing, are you okay, have you,
20 can you deliver your document or whatever (indiscernible).

21 MR. CURTIS: So they came up from the engine room
22 previous to the break up of the vessel then? Because they
23 were --

24 CAPTAIN KAILASH SINGH: They all came with me.
25 Within three minutes or so we were all standing there

1 waiting for the first chopper. We originally
2 (indiscernible) 14 minutes for the chopper to come.

3 MR. CURTIS: And the third and the fourth
4 engineer --

5 CAPTAIN KAILASH SINGH: They had already left in
6 the first two batches.

7 MR. CURTIS: They left earlier?

8 CAPTAIN KAILASH SINGH: One left in, with the
9 first batch. Another one with the second batch. I think
10 fourth left with the first batch.

11 MR. CURTIS: Okay. The electrical officer --

12 CAPTAIN KAILASH SINGH: He was with me, electrical
13 officer.

14 MR. CURTIS: He went in the last batch, too?

15 CAPTAIN KAILASH SINGH: In the last batch.

16 MR. CURTIS: Is that the right term for his job
17 description? Electrical officer?

18 CAPTAIN KAILASH SINGH: Electrical officer or
19 electrician, whatever you want.

20 MR. CURTIS: Okay.

21 CAPTAIN KAILASH SINGH: Electrical officer we call
22 him.

23 MR. CURTIS: And the crew for the engine room,
24 what was the (indiscernible) the chief engineer --

25 CAPTAIN KAILASH SINGH: Second engineer, third

1 engineer, fourth engineer, two engine cadets and then one
2 (indiscernible) and three (indiscernible).

3 MR. CURTIS: And what, do you know if the earlier,
4 the third and the fourth engineer, were they working on the
5 engine as well or --

6 CAPTAIN KAILASH SINGH: They were in the engine
7 room but I don't know what they were doing. I assumed they
8 (indiscernible) they must be doing.

9 MR. CURTIS: Okay. That's all I have right now.
10 I'll pass the questioning on. Just identify yourselves
11 beforehand.

12 MR. HOWELLS: This is General Howells with the
13 Coast Guard. Captain, could you tell me again when you
14 started having the bad weather?

15 CAPTAIN KAILASH SINGH: When we started having it?

16 MR. HOWELLS: Yeah.

17 CAPTAIN KAILASH SINGH: It was soon after we left
18 the (indiscernible). So I guess four, four hours, or three
19 or four hours after departing from (indiscernible) Strait.

20 MR. HOWELLS: Three or four hours after you left
21 the Strait --

22 CAPTAIN KAILASH SINGH: After we left the Strait.

23 MR. HOWELLS: -- is that correct? Okay. Okay did
24 I understand correctly that you experienced some, the engine
25 surging? Is that what you said?

1 CAPTAIN KAILASH SINGH: A lull.

2 MR. HOWELLS: Oh a lull, okay.

3 CAPTAIN KAILASH SINGH: The chief engineer kept
4 saying it's lull.

5 MR. HOWELLS: From the weather?

6 CAPTAIN KAILASH SINGH: Yeah, because of
7 (indiscernible).

8 MR. HOWELLS: Oh, good. Okay. Okay and or had
9 arrived at noon of the 6th, this was when you learned that
10 the liner was cracked of the number 3 unit, roughly?

11 CAPTAIN KAILASH SINGH: (Indiscernible) yes.

12 MR. HOWELLS: And who told you that?

13 CAPTAIN KAILASH SINGH: Chief engineer told me.

14 MR. HOWELLS: Chief engineer?

15 CAPTAIN KAILASH SINGH: Chief engineer on the
16 phone. I was on the (indiscernible) so I got the phone.

17 MR. HOWELLS: Okay. Captain, did you have all the
18 parts that you needed to make your repairs?

19 CAPTAIN KAILASH SINGH: We had.

20 MR. HOWELLS: Captain, do you remember about what
21 time that you decided to isolate number 3 and go to Dutch?

22 CAPTAIN KAILASH SINGH: Should have been, maybe
23 took two hours to decide.

24 MR. HOWELLS: Okay.

25 CAPTAIN KAILASH SINGH: We started at

1 (indiscernible).

2 MR. HOWELLS: I see. Okay.

3 CAPTAIN KAILASH SINGH: (Indiscernible) we were
4 talking to our superintendent also in Singapore.

5 MR. HOWELLS: Okay. When you were trying to call
6 Dutch Harbor on channel 16 was that the Harbor Master you're
7 trying to get a hold of?

8 CAPTAIN KAILASH SINGH: That's right. Any contact
9 with anyone --

10 MR. HOWELLS: Did you follow that charter?

11 CAPTAIN KAILASH SINGH: -- but Dutch Harbor Master
12 that I had spoken to I tried to call by different
13 (Indiscernible). Dutch Harbor Master, Dutch Harbor Master's
14 office. That time port control, every chance.

15 MR. HOWELLS: Okay. Captain, do you recall about
16 what time that you got the Harbor Master on the phone?

17 CAPTAIN KAILASH SINGH: The time I'm going to give
18 you is not this time. I was keeping 11 hours. So my time
19 was 00, just below, before 1:00.

20 MR. HOWELLS: 01 or 13?

21 CAPTAIN KAILASH SINGH: It was 0, or 0100 hours.

22 MR. HOWELLS: Is that GMT?

23 CAPTAIN KAILASH SINGH: No, no, this is Ship Mean
24 time. That means 11 hours behind GMT.

25 MR. HOWELLS: Okay.

1 CAPTAIN KAILASH SINGH: 6th it was. No, 7th.

2 That would be 62500 hours minus my time, (indiscernible) 11
3 hours. That's, I'd say seven (indiscernible) 03?

4 MR. HOWELLS: I'm sorry, say that again.

5 CAPTAIN KAILASH SINGH: 7 till noon.

6 MR. HOWELLS: 7, noon on the 7th, is that what
7 you're saying?

8 CAPTAIN KAILASH SINGH: If it is 0701 ship time.
9 11 hours behind GMT. So GMT is 11 hours more. So GMT
10 should be 7th at noon. So your time would be 3:00.

11 MR. JONES: Why don't you pause that?

12 Mr. Howells from the Coast Guard is still talking.

13 MR. HOWELLS: Okay Captain, could you clarify? I
14 thought I heard you say something. Were you trying to
15 maneuver the vessel with the rudder or anything during the
16 time after the tow was on the vessel?

17 CAPTAIN KAILASH SINGH: Yeah, when it was not
18 making any progress on getting the ship's side into the wind
19 he asked me, let's go try with the (indiscernible).

20 MR. HOWELLS: Okay.

21 CAPTAIN KAILASH SINGH: (Indiscernible) and we
22 kept on (indiscernible) half an hour or so.

23 MR. HOWELLS: Was it successful?

24 CAPTAIN KAILASH SINGH: No. It made no
25 difference. And he said let's try with the, pointing it to

1 starboard.

2 MR. HOWELLS: Okay. Captain, when the James
3 Dunlap was in the vicinity at the time when they were
4 splicing the wires what's your best guess on the sea state
5 at that time?

6 CAPTAIN KAILASH SINGH: (Indiscernible) maybe 9,
7 10, 9-11 or so. Quite bad. When he said I don't
8 (indiscernible).

9 MR. HOWELLS: Okay. On the scale, 9 to 11 on the
10 scale?

11 CAPTAIN KAILASH SINGH: 9 to 11.

12 MR. HOWELLS: Sea scale. Okay.

13 CAPTAIN KAILASH SINGH: (Indiscernible) 15, 16.

14 MR. HOWELLS: On the 8th of December you were
15 talking with the Alex Hailey. Oh, I'm sorry -- when you
16 overheard the conversation with the Alex Hailey do you
17 recall approximately what time that was?

18 CAPTAIN KAILASH SINGH: When I heard about the
19 starboard (indiscernible)? Must have been 10:00 because we,
20 anything from between 10 and noon. I think it's around
21 10:00. 10, let's say, let's guess 10:00.

22 MR. HOWELLS: Concerning the Alex Hailey and the
23 line. Did they use a line throwing gun to get the line?

24 CAPTAIN KAILASH SINGH: Yeah, they use a gun to
25 throw the line.

1 MR. HOWELLS: And could you walk me through, once
2 you got the line from the Alex Hailey did that get made off
3 on your ship?

4 CAPTAIN KAILASH SINGH: Yeah, we started leaning
5 on that line and she cut across my bow. As she was cutting
6 across she fired the line. We cut it out and we started
7 heaving and then she went quick, (indiscernible) a lot of
8 distance and chief officer said -- chief officer had also
9 walkie talkie. He was directly in touch with
10 (indiscernible) channel 6. Please side the tow line quickly
11 because we are trying to do it as fast as we can but then I
12 think they must have moved, got 100 meter or maybe more than
13 that away from our bow and that time (indiscernible) that
14 line, (indiscernible) line. Because we had lost the
15 steering. They told me that sorry, they have lost the
16 steering so they had to leave the line. And then they took
17 suggest, they took some time to get steering back in order.

18 MR. JONES: This is Rob Jones. I just want to
19 clarify, Captain, while we're here. Sorry for interrupting
20 but did they have tension on that tow line?

21 CAPTAIN KAILASH SINGH: That line is, it is very
22 thin line. I could not see it but chief officer was saying
23 please give me more slack so there was tension there.

24 MR. JONES: Okay. You say they lost --

25 CAPTAIN KAILASH SINGH: They were saying give me

1 more slack, I am trying to give it.

2 MR. JONES: And you say that, was it your
3 understanding that they lost steering, they lost steerage
4 way?

5 CAPTAIN KAILASH SINGH: He said I lost my
6 steering.

7 MR. JONES: Mechanical or he just couldn't steer
8 in the weather?

9 CAPTAIN KAILASH SINGH: He said in strange way.

10 MR. JONES: Okay.

11 CAPTAIN KAILASH SINGH: I think it was mechanical
12 but then he said he is trying to restore steering and then
13 proceed again. He said he'll make another attempt
14 (indiscernible) possibly not. It will take he said at least
15 45 minutes. By that time he said (indiscernible).

16 MR. JONES: Okay. Back to General Howells.

17 MR. HOWELLS: This is Mr. Howells again. So do I
18 understand you to say that the plan was to put a line over
19 again once they did whatever they had to to?

20 CAPTAIN KAILASH SINGH: Yeah, because both of the
21 tugs had declined, you see. For I asked for James, I didn't
22 say regarding (indiscernible) operation, I said can you pass
23 me a tug line. He said he will not risk his people. Then
24 same thing was, same answer came from the Sidney Foss.
25 Called the Cutter Coast Guard and I was also asking them

1 what are your intention. Then they found the
2 (indiscernible) okay we are going to give it a go now.
3 After (indiscernible) stupid of them to pull us. I was very
4 much relieved that they had taken this risk for me.

5 MR. HOWELLS: Okay.

6 CAPTAIN KAILASH SINGH: For my safety.

7 MR. HOWELLS: Did they ever make a second attempt,
8 the Alex Hailey? Did they ever make --

9 CAPTAIN KAILASH SINGH: No, no. They said they
10 are going to make it and then they said it's taking them a
11 long time. They will need minimal 45 minutes to position
12 themselves again to --

13 MR. HOWELLS: Get sorted out.

14 CAPTAIN KAILASH SINGH: -- proceed for the second
15 line and then they said it will get dark and the ships are
16 also angling close.

17 MR. HOWELLS: So what you're saying it was dark
18 before they had a chance to get set up for the second --

19 CAPTAIN KAILASH SINGH: No. They said they will
20 get, it will probably get late so it is a bit risky.
21 (Indiscernible) --

22 MR. HOWELLS: I guess what I'm trying to find out,
23 Captain is why they didn't get that second line and make a
24 second attempt.

25 CAPTAIN KAILASH SINGH: It will take, it would

1 have taken a lot of lines.

2 MR. HOWELLS: Oh, okay.

3 CAPTAIN KAILASH SINGH: We were already closing
4 (indiscernible).

5 MR. HOWELLS: Okay.

6 CAPTAIN KAILASH SINGH: First attempt was made I
7 think around 16, around 16:30 or something. Something like
8 that. If, I'm not very sure. Maybe 16:20-16:30. So
9 (indiscernible) and they would have come back
10 (indiscernible) 17:30-1800 hours.

11 MR. HOWELLS: Thank you. Okay. We'll cover the
12 anchors in a second. Is it your opinion that the second
13 anchor was holding as well?

14 CAPTAIN KAILASH SINGH: (Indiscernible) the second
15 anchor we were holding on .89 (indiscernible). 9 cables off
16 the sea. 9 cables off land and she was holding. She was
17 (indiscernible) at one time chief also told me she is, she
18 has come to point .85.

19 MR. HOWELLS: Okay.

20 CAPTAIN KAILASH SINGH: That's the closing
21 distance I remember. We came to the boat slip. After that
22 I didn't see the (indiscernible) because then things were, I
23 was running, communicating with the engine room and
24 (indiscernible) so chief also last one he gave me was .85
25 and then I firmly believe we did maintain that. And we were

1 maintaining for a good one and half hour.

2 MR. HOWELLS: That position?

3 MR. JONES: Excuse me. One and a half hours?

4 CAPTAIN KAILASH SINGH: At least. Maybe close to
5 two hours.

6 MR. JONES: Okay.

7 CAPTAIN KAILASH SINGH: Until we got
8 (indiscernible).

9 MR. JONES: Okay. Thank you.

10 CAPTAIN KAILASH SINGH: I'm sure after
11 (indiscernible) we were maintaining position because they
12 were keeping us (indiscernible).

13 MR. HOWELLS: Okay Captain, do you know when the
14 first batch of the crew that was rescued, do you know where
15 they were taken?

16 CAPTAIN KAILASH SINGH: They were taken to Alex
17 Hailey.

18 MR. HOWELLS: The second group?

19 CAPTAIN KAILASH SINGH: Second group to this
20 place, (indiscernible). But the second one (indiscernible)
21 when I landed here around 9:00-10:00.

22 MR. HOWELLS: Okay. And you said it was 20-30
23 minutes between the first and second batches?

24 CAPTAIN KAILASH SINGH: Yeah, very very quickly.
25 Maybe 14 minutes.

1 MR. HOWELLS: Okay. Captain, what in your mind do
2 you think caused the helicopter to crash?

3 CAPTAIN KAILASH SINGH: See at that time I did not
4 see.

5 MR. HOWELLS: So you don't know?

6 CAPTAIN KAILASH SINGH: My guess was that, yeah.

7 MR. HOWELLS: Okay. You didn't see it?

8 CAPTAIN KAILASH SINGH: Yeah. What he told me,
9 Aaron told me, he said they got (indiscernible).

10 MR. HOWELLS: So you didn't see it?

11 CAPTAIN KAILASH SINGH: I didn't see it.

12 MR. HOWELLS: Could you tell me again what time
13 you thought that was, that the helo crashed?

14 CAPTAIN KAILASH SINGH: 18:15. This is just my
15 guess.

16 MR. HOWELLS: Okay, sure. Okay Captain, you were
17 talking about the life raft that you had secured. Was that
18 something that the helicopter dropped or something, one from
19 the ship?

20 CAPTAIN KAILASH SINGH: No, we have a minimum 6
21 person life raft.

22 MR. HOWELLS: Okay, then one of the ships?

23 CAPTAIN KAILASH SINGH: It was only lying on the
24 (indiscernible) on the port side. We were (indiscernible)
25 so we just made for the (indiscernible). That is when we

1 are (indiscernible) ship's group.

2 MR. HOWELLS: Okay. Do I understand you right,
3 you said that you could hear some fudding alarms while you
4 were outside?

5 CAPTAIN KAILASH SINGH: Yes, while we were
6 waiting.

7 MR. HOWELLS: While you were waiting --

8 CAPTAIN KAILASH SINGH: Me and --

9 MR. HOWELLS: -- for the helicopter to come back?
10 Okay.

11 CAPTAIN KAILASH SINGH: It was nonstop. It was
12 continuous because all the doors were shut so even though
13 the door was shut I kept hearing the alarm.

14 MR. HOWELLS: Okay. Captain, when you were in the
15 last port of Seattle's calm area did you do an abandon ship
16 drill with the Coast Guard?

17 CAPTAIN KAILASH SINGH: We did.

18 MR. HOWELLS: You did? Captain, did you have any
19 idea of why the engine wouldn't fire after you isolated
20 number 3? Would you have an opinion of that? Did you have
21 a conversation with the chief engineer?

22 CAPTAIN KAILASH SINGH: He said, chief engineer,
23 what he told me was when is firing the (indiscernible).

24 MR. HOWELLS: Okay.

25 CAPTAIN KAILASH SINGH: Something in 1, 1, 2, 3,

1 4, 5, 6 after 1 goes to number 6, something like that. Then
2 5 and 2. Then 3 and 4 and (indiscernible). Something like
3 that. I am not sure. He was saying that number 3 had to
4 come closer to here, it did pass through that so he cannot
5 stop. (Indiscernible) I clear it and then I give a kick
6 half a turn or something, three quarter of a turn. Each
7 time number 3 unit comes in with loss.

8 MR. HOWELLS: Okay. Did it sound like to you that
9 it was out of sequence or just wasn't being allowed to fire?

10 CAPTAIN KAILASH SINGH: He was saying number 3 is
11 blocking.

12 MR. HOWELLS: Okay, number 3 is blocking --

13 CAPTAIN KAILASH SINGH: And on the (indiscernible)
14 also number, number 3 and 4 were one after another. He said
15 (indiscernible) then also number 3 (indiscernible). Number
16 3 and 4 are in one direction. It first comes to number 3
17 and then following number 4 in the reverse direction. After
18 number 4 then first number 3 is coming (indiscernible). So
19 that was what he told me.

20 MR. HOWELLS: Okay. And I just want to verify one
21 thing real quick. All the units were looked at and number 6
22 was the only one with bad rings?

23 CAPTAIN KAILASH SINGH: No, it was worse one.

24 MR. HOWELLS: I'm sorry?

25 CAPTAIN KAILASH SINGH: It was the worst one.

1 There were some, what they call hot, sticky or something.
2 (Indiscernible) I think (indiscernible) so sticky and
3 blackened.

4 MR. HOWELLS: Okay. (Indiscernible).

5 CAPTAIN KAILASH SINGH: (Indiscernible.)

6 MR. HOWELLS: Thank you. But number 6 was the
7 only one that had that kind of problem, is that right?

8 CAPTAIN KAILASH SINGH: Number 6 they considered
9 number 6 as the worst one. If we change the rings on number
10 6 we should have no problem firing the engine.

11 MR. HOWELLS: Did you have the rings for that
12 onboard?

13 CAPTAIN KAILASH SINGH: We had.

14 MR. HOWELLS: Okay.

15 CAPTAIN KAILASH SINGH: (Indiscernible.)

16 MR. HOWELLS: The ring?

17 CAPTAIN KAILASH SINGH: In the solution at this
18 time. Number 6 piston rings are already changed.

19 MR. HOWELLS: Okay. So when you left the ship
20 number 6 piston rings had been changed?

21 CAPTAIN KAILASH SINGH: Changed just five minutes,
22 I think (indiscernible) that's all.

23 MR. HOWELLS: Okay.

24 CAPTAIN KAILASH SINGH: Ready for firing.

25 MR. HOWELLS: Captain, did you have pretty good

1 confidence in your chief engineer?

2 CAPTAIN KAILASH SINGH: Yeah, I had confidence.

3 And with this chief engineer had been on the ship for fourth
4 time now. He had sailed --

5 MR. HOWELLS: That was his fourth tour on that
6 vessel?

7 CAPTAIN KAILASH SINGH: That's right. I think
8 only once we was sent on another vessel. He kept on
9 repeating this vessel.

10 MR. HOWELLS: And I understand that you were there
11 for four months?

12 CAPTAIN KAILASH SINGH: Four months.

13 MR. HOWELLS: Okay. Had you had any other
14 mechanical difficulties in that time?

15 CAPTAIN KAILASH SINGH: Just the routine
16 maintenance things.

17 MR. HOWELLS: Okay. As far as the maintenance was
18 there any problems that you heard from the chief engineer
19 that he would have performing any maintenance? Did, supply
20 or amount of people? Did that seem okay?

21 CAPTAIN KAILASH SINGH: No. We were, we were
22 doing (indiscernible).

23 MR. HOWELLS: Okay.

24 CAPTAIN KAILASH SINGH: (Indiscernible) first
25 space during this period.

1 MR. HOWELLS: Okay. That's all I have.

2 MR. MCPHILAMY: Good evening, Captain. This is
3 Senior Chief McPhilamy with the U.S. Coast Guard.

4 CAPTAIN KAILASH SINGH: Good evening.

5 MR. MCPHILAMY: Captain, as I understand when you
6 made the decision and the attempt to contact the Coast Guard
7 prior to your phone call you made a radio call attempting to
8 reach the Coast Guard. Is this correct?

9 CAPTAIN KAILASH SINGH: That is correct.

10 MR. MCPHILAMY: Can I ask did you make the call or
11 was this done by one of your officers?

12 CAPTAIN KAILASH SINGH: I also called and
13 (indiscernible).

14 MR. MCPHILAMY: And was that call over VHF channel
15 16?

16 CAPTAIN KAILASH SINGH: Channel 1 6.

17 MR. MCPHILAMY: 1 6. And you heard anything,
18 nothing?

19 CAPTAIN KAILASH SINGH: No.

20 MR. MCPHILAMY: Nothing.

21 CAPTAIN KAILASH SINGH: I think once we heard
22 somebody interrupting us. And then I wasn't listening.
23 Somebody said something, not really talking on
24 (indiscernible) anybody but no, nobody has responded from
25 Harbor Master's office.

1 MR. MCPHILAMY: No one responded from the Harbor
2 Master's office?

3 CAPTAIN KAILASH SINGH: No.

4 MR. MCPHILAMY: Did you call -- sorry, I
5 apologize. Can you please say for me what you said through
6 the VHF radio?

7 CAPTAIN KAILASH SINGH: Dutch Harbor Master's
8 office, Dutch Harbor Master's office (indiscernible) do you
9 read me. And (indiscernible) then no response and I changed
10 the address. Dutch Harbor Master, Dutch Harbor Port
11 Operations, Dutch Harbor Port Operations. This is
12 (indiscernible) Selendang Ayu. Do you read me? Then I
13 repeated my call sign also. (Indiscernible) one time my
14 name and also I defined my charting (indiscernible), do you
15 read me. No response. Same thing follow (indiscernible).

16 MR. MCPHILAMY: After the unsuccessful attempts to
17 reach Dutch Harbor Master at that point you made the
18 telephone call?

19 CAPTAIN KAILASH SINGH: That is correct.

20 MR. MCPHILAMY: Thank you, sir.

21 Captain, this is still Senior Chief McPhilamy.
22 When the decision was made to begin removing the first nine
23 members of your crew and those crew members were readied to
24 be picked up by the helicopter did the helicopter, prior to
25 that, drop off anything to the vessel?

1 CAPTAIN KAILASH SINGH: Prior to that?

2 MR. MCPHILAMY: Prior to that point. Was, was --

3

4 CAPTAIN KAILASH SINGH: What do you mean? What
5 sort of things?

6 MR. MCPHILAMY: I don't know if, I'm not actually
7 asking you for any one thing. I was wondering if there was
8 anything lowered to the vessel for your crew.

9 CAPTAIN KAILASH SINGH: (Indiscernible.)

10 MR. MCPHILAMY: Just the basket?

11 CAPTAIN KAILASH SINGH: Bucket.

12 MR. MCPHILAMY: Bucket? Okay. Thank you.

13 CAPTAIN KAILASH SINGH: And they told me, please
14 tell everyone not to bring heavy baggage. I told everybody
15 only bring that, just the bare minimum necessities like your
16 night dress and toothbrush and things like that. Or any
17 important documents please start getting ready. But I told
18 them I said one person is coming with a big suitcase. It is
19 containing all the ship's documents. He said
20 (indiscernible) but they eventually (indiscernible).

21 MR. MCPHILAMY: May I ask who packed the suitcase
22 with the ship's documents?

23 CAPTAIN KAILASH SINGH: I did it myself. Somebody
24 else (indiscernible) secondly that I don't know what item
25 was mostly (indiscernible).

1 MR. MCPHILAMY: Those ship's documents, did they
2 also include the personal documents for the crew?

3 CAPTAIN KAILASH SINGH: Passports, (indiscernible)
4 book, health books. Probably also, I'm not very sure now, I
5 think entry log was also there. Old one and new, new
6 article, ship's article.

7 MR. MCPHILAMY: Thank you, Captain.

8 Captain may I ask for you to describe for me the
9 communication procedures you mentioned I believe, the
10 communication procedures from the ship to the Singapore
11 office. Telephone and I believe you said email?

12 CAPTAIN KAILASH SINGH: That is correct.
13 (Indiscernible.)

14 MR. MCPHILAMY: The information by email you had
15 also sent off the digital pictures?

16 CAPTAIN KAILASH SINGH: Correct.

17 MR. MCPHILAMY: Do you know the status of the
18 pictures, where those pictures taken off the ship by someone
19 also a camera or how, do you know the location of that?

20 CAPTAIN KAILASH SINGH: No, the camera is
21 somewhere on the ship.

22 MR. MCPHILAMY: On the ship?

23 CAPTAIN KAILASH SINGH: But it is, if we can
24 revive the computer it will be in the computer also.

25 MR. MCPHILAMY: Thank you.

1 CAPTAIN KAILASH SINGH: Camera is also somewhere
2 on the ship.

3 MR. MCPHILAMY: Captain, thank you very much.

4 MR. JONES: Captain, this is Rob Jones again with
5 the Safety Board. Just all doing a couple follow up
6 questions. We'll go around the room one more time.

7 Excuse me, sorry, Captain Lew. (Indiscernible)
8 Captain Lew, I'm sorry about that.

9 MR. LEW: This is Captain Lew of the City
10 Department of the company. Captain, I would just like to
11 ask you again for this confirmation. Just earlier you
12 informed us that you called Dutch Harbor on the phone call.
13 Dutch Harbor has replied you. When the Coast Guard, the
14 lady from the Coast Guard call you back? After Dutch Harbor
15 contact or before that?

16 CAPTAIN KAILASH SINGH: No after.

17 MR. LEW: After?

18 CAPTAIN KAILASH SINGH: Even he said when I asked
19 him I need Harbor help he said okay, I will make, I'll have
20 to make a couple of, a few phone calls he said.

21 MR. LEW: So between that first contact that you
22 had with her and the next contact that she called back. Can
23 you remember roughly what the interval was?

24 CAPTAIN KAILASH SINGH: Probably one or two hours.

25 MR. LEW: One or two hours?

1 CAPTAIN KAILASH SINGH: She, I didn't hear from
2 the Harbor Master's office again but I had got a phone from
3 courier and (indiscernible) lady.

4 MR. LEW: While waiting for her did you not try to
5 call back for (indiscernible) or just keep waiting itself?

6 CAPTAIN KAILASH SINGH: No, I didn't expect her,
7 expected a reply from Harbor Master's office.

8 MR. LEW: I see.

9 CAPTAIN KAILASH SINGH: That something would come.
10 Then I thought I will, later on I check a lot of time but
11 (indiscernible). Sir, I have to apologize. I'm sorry to
12 wake you up in the middle of the night. He said oh no,
13 you're not disturbing me at all. I'm speaking while at
14 Master's office.

15 MR. LEW: Your first contact tow line that you
16 make with (indiscernible) you say he was nine inch room.
17 Can you describe for me the line (indiscernible) itself?

18 CAPTAIN KAILASH SINGH: Nine inch, nine inches the
19 synthetic line was six feet, 600 feet long. 600 feet long
20 (indiscernible) and then it was connected to two inch line
21 wires. And that was 2003 lock.

22 MR. LEW: Both of you agree on the procedure in
23 which the line has to be placed?

24 CAPTAIN KAILASH SINGH: Yeah, that is right. He
25 said that you put it on the border and we did, okay

1 (indiscernible) or from the (indiscernible) measure so I
2 also (indiscernible) but then I have seen that
3 (indiscernible).

4 MR. LEW: Sir, can you rephrase this again?

5 CAPTAIN KAILASH SINGH: We agreed that we would
6 pass the line through the second (indiscernible).

7 MR. LEW: Second (indiscernible) okay. And just
8 now when you were saying the (indiscernible) that you make
9 first to the life raft while prior to being lifted up by the
10 helicopter itself you mentioned that the tanker line passed
11 it also --

12 CAPTAIN KAILASH SINGH: (Indiscernible) --

13 MR. LEW: -- (Indiscernible).

14 CAPTAIN KAILASH SINGH: No that was, that was when
15 I was with engineer. We were on the ship, me and the
16 (indiscernible). A lot of water was coming, life raft was
17 lying on the (indiscernible). It got lifted out from there
18 and line was already secured even when eight of us was
19 standing. Helicopter was (indiscernible) seen that time.
20 So we were just keeping it ready in case we need to use it.
21 So each (indiscernible) was the life raft. So we had tied,
22 each of us was tied against the spoke for number 1 has got
23 (indiscernible). So later on Aaron and myself
24 (indiscernible) he said I want to hold onto to this, I don't
25 want to lose this life raft. He started pulling it then we

1 got it both we took it down around (indiscernible) and as
2 the sea was getting very very dark, a lot of water
3 (indiscernible) ship so each time the wave came we had to
4 literally jump and stand under all the pipeline, hold onto
5 to something. I said you do it when I'm ready so we don't
6 get soaked in the water. So that is the (indiscernible) so
7 we lost the life raft. It (indiscernible) maybe number 2.
8 I don't know where it was. Later on it was on board I
9 (indiscernible).

10 MR. LEW: Last question. When Alex Hailey showed
11 the line to you (indiscernible) line, the intention was
12 you're going to pass your ship's line to them or they're
13 going to pass the ship, their line to you to pull itself?

14 CAPTAIN KAILASH SINGH: No, that was, they will
15 send (indiscernible) --

16 MR. LEW: Yeah.

17 CAPTAIN KAILASH SINGH: -- followed by, I can't
18 recall now. Somewhere I have to unload so I think it was
19 the combination of those lines were about 300 feet long.
20 3000 feet long, the tow line.

21 MR. LEW: So --

22 CAPTAIN KAILASH SINGH: I think one was 1000 feet
23 and another one 2000 feet.

24 MR. LEW: At the end of the tow line which they
25 sent across the heaving line, you expect a tow line from

1 Alex Hailey?

2 CAPTAIN KAILASH SINGH: Yeah. We (indiscernible)
3 chief officer was standing there and saying please give me
4 more slack, more slack. But then they had moved quite
5 quickly. They cut tow rope off like by the bow.
6 (Indiscernible) then they lost (indiscernible).

7 MR. LEW: Finished.

8 MR. JONES: Thanks, Captain. Both captains.

9 This is Rob Jones again. Captain, (indiscernible)
10 to do is just for background information. So just, we need
11 to try to identify as best we can, just a 72-hour profile is
12 what we call it, prior to the accident. Now this can be
13 construed as it was over quite a period of time. It didn't
14 happen all at once. So can you just give me, you departed
15 from Takoma on the --

16 MR. LEW: Seattle.

17 CAPTAIN KAILASH SINGH: Seattle.

18 MR. JONES: Seattle.

19 CAPTAIN KAILASH SINGH: On 28th of November.

20 MR. JONES: Okay so three days say prior to the
21 incident, around the 3rd or 4th can you just describe your
22 work hours as Captain of the vessel? Your normal work
23 hours, or your routine?

24 CAPTAIN KAILASH SINGH: Routine is let's say into
25 12:00 and then couple of hours of rest according to the

1 (indiscernible).

2 MR. JONES: And is this paperwork --

3 CAPTAIN KAILASH SINGH: Then I would --

4 MR. JONES: -- managerial work, or

5 (indiscernible) --

6 CAPTAIN KAILASH SINGH: I (indiscernible) most of
7 the time, I'm on the bridge only because I have a computer
8 there, and a radio space.

9 MR. JONES: So you've got the watch during this
10 time?

11 CAPTAIN KAILASH SINGH: No, no, I don't have the
12 watch.

13 MR. JONES: Okay, you're just --

14 CAPTAIN KAILASH SINGH: Because I am on the bridge
15 more than everybody during that time I'm gearing up
16 computer, sending message, seeing message. Plus whatever
17 (indiscernible) go up and down. Sometimes I'm in my office
18 and make (indiscernible) so between the bridge and my cabin
19 but most of the time I'm standing on the bridge.

20 MR. JONES: Normal sleep routine? Getting the
21 night, except for a call out, just regular sleep, eight
22 hours, six hours? Can you estimate that for us?

23 CAPTAIN KAILASH SINGH: I, (indiscernible) can
24 sleep only six hours (indiscernible). After I sleep maybe
25 one, one and a half hour, take a short nap.

1 MR. JONES: Okay.

2 CAPTAIN KAILASH SINGH: After lunch and then I go
3 up, I start sending message and man the boat. Then
4 (indiscernible).

5 MR. JONES: So prior to this stint that was
6 approximately your normal work routine, normal hours, normal
7 sleeping hours?

8 CAPTAIN KAILASH SINGH: (Indiscernible) until
9 then.

10 MR. JONES: Okay. And what type of license do you
11 hold, Captain?

12 CAPTAIN KAILASH SINGH: I'm holding a masters
13 license for (indiscernible) --

14 MR. JONES: And --

15 CAPTAIN KAILASH SINGH: -- master's license from
16 India.

17 MR. JONES: From India?

18 CAPTAIN KAILASH SINGH: Correct.

19 MR. JONES: Okay. So an Indian unlimited masters
20 license?

21 CAPTAIN KAILASH SINGH: That is correct.

22 MR. JONES: Okay and where did you get your
23 training for that license?

24 CAPTAIN KAILASH SINGH: In, I was working the East
25 company when I got (indiscernible) passed exam from India.

1 MR. JONES: Okay. How long have you been in the
2 Merchant Marine?

3 CAPTAIN KAILASH SINGH: I joined in 1972 as a deck
4 cadet, for practice.

5 MR. JONES: Indian Merchant Marine?

6 CAPTAIN KAILASH SINGH: No, in Hong Kong Managed
7 company. Work ship men, (Indiscernible) all Indian company.

8 MR. JONES: And various jobs between deck cadet
9 and Captain I would assume?

10 CAPTAIN KAILASH SINGH: That is correct.
11 (Indiscernible) tankers then most of the time until '89 most
12 of the time I was on tankers. (Indiscernible) but first 15
13 years I spent on tankers and since '89 I'm on
14 (indiscernible) vessel I worked we had a facility to unload
15 our vessel on one side and do the (indiscernible) on the
16 other side so we had double (indiscernible).

17 MR. JONES: And how long have you been sailing as
18 master?

19 CAPTAIN KAILASH SINGH: Since '87.

20 MR. JONES: And have you been in this route
21 before?

22 CAPTAIN KAILASH SINGH: I have been past the
23 Bering Strait.

24 MR. JONES: Approximately how many times?

25 CAPTAIN KAILASH SINGH: Once before this.

1 MR. JONES: Just once? Okay. And with this
2 company how long have you been employed with this company?

3 CAPTAIN KAILASH SINGH: Since '98, '98.

4 MR. JONES: 1998. Do you have a month on that?

5 CAPTAIN KAILASH SINGH: In December.

6 MR. JONES: December of 1998.

7 That's all I have right now. I'm just going to go
8 around the room one more time.

9 MR. CURTIS: Captain, Brian Curtis of the NTSB.
10 Just a couple of questions. The engineering log book did,
11 do you know if the chief took that with him on the
12 helicopter?

13 CAPTAIN KAILASH SINGH: Engine room log book?

14 MR. CURTIS: Yes.

15 CAPTAIN KAILASH SINGH: Not chief. Secondary was
16 put in charge of that.

17 MR. CURTIS: He was carrying it?

18 CAPTAIN KAILASH SINGH: Yes. I told chief I said
19 we need last three months log books (indiscernible) and
20 chief, secondary and also chief was standing in front of the
21 cabin already. He told secondary who was an (indiscernible)
22 away, he said you will be in charge of this. Just bring all
23 the log books. (Indiscernible) he was there.

24 MR. CURTIS: Engineering maintenance records, were
25 they kept on the vessel, in the office in Singapore or where

1 were they kept?

2 CAPTAIN KAILASH SINGH: The maintenance
3 (indiscernible). We never call them, each other
4 (indiscernible) so we will it out on the computer and then
5 send documents on a monthly basis.

6 MR. CURTIS: Do you recall the name of the
7 software of the program you used?

8 CAPTAIN KAILASH SINGH: BV ORCA.

9 MR. CURTIS How do you spell that, please?

10 CAPTAIN KAILASH SINGH: Bravo Victor and the
11 second work is Oscar Romeo Charlie Alpha.

12 MR. CURTIS: And that's the name of the program --

13 CAPTAIN KAILASH SINGH: (Indiscernible.)

14 MR. CURTIS: -- that houses your maintenance
15 records?

16 CAPTAIN KAILASH SINGH: Yes.

17 MR. CURTIS: And do you know if that's identified
18 in your ISNS system?

19 CAPTAIN KAILASH SINGH: That is correct.

20 MR. CURTIS: It is? Okay. Good.

21 Just briefly the chief engineer, did he seem,
22 again along the profile did he seem particularly stressed or
23 anything over the last few days, relaxed, normal, was he his
24 normal self?

25 CAPTAIN KAILASH SINGH: Normal, he was, this

1 engine problem (indiscernible) kept asking the chief can you
2 give me more RPM. When I was letting go I said chief, it
3 looks like (indiscernible).

4 MR. CURTIS: And (indiscernible), how was your
5 working relationship with the chief?

6 CAPTAIN KAILASH SINGH: Quite good. Very smooth.

7

8 MR. CURTIS: Just, how long was the chief with the
9 company, do you know?

10 CAPTAIN KAILASH SINGH: Probably six or seven
11 years. Seven years, eight years.

12 MR. CURTIS: And just one last area. The email,
13 when you got your directives how to re fire the engine did
14 that come by email? Did they send --

15 CAPTAIN KAILASH SINGH: By email.

16 MR. CURTIS: From your technical --

17 CAPTAIN KAILASH SINGH: They (indiscernible)
18 cutting off the (indiscernible).

19 MR. CURTIS: Okay and those emails, were they
20 between the chief engineer and technical supervisor or were
21 they to you?

22 CAPTAIN KAILASH SINGH: No. All emails must pass
23 through Master.

24 MR. CURTIS: Everything goes through the master?

25 CAPTAIN KAILASH SINGH: Yes. If there is a

1 (indiscernible) so and so please do this. They don't say
2 chief engineer only.

3 MR. CURTIS: And there were pictures in there and
4 directions?

5 CAPTAIN KAILASH SINGH: No, no the picture which,
6 no, no. I say there are no pictures but we received
7 (indiscernible).

8 MR. CURTIS: But you sent pictures to them?

9 CAPTAIN KAILASH SINGH: I sent attachments.

10 MR. CURTIS: Okay.

11 CAPTAIN KAILASH SINGH: (Indiscernible)
12 attachments.

13 MR. CURTIS: So we'll be looking for those and
14 (indiscernible) requests we'll be looking for those
15 correspondences.

16 Okay, do you recall when the last ISM audit was,
17 and that's the external audit. Were you part of that?

18 CAPTAIN KAILASH SINGH: No, it's before me like
19 (indiscernible). I think even the (indiscernible).

20 MR. CURTIS: (Indiscernible.)

21 CAPTAIN KAILASH SINGH: Yes.

22 MR. CURTIS: That's all I have. Thank you very
23 much, Captain.

24 MR. HOWELLS: This is General Howells with the
25 Coast Guard. Captain, is there any area that we haven't

1 addressed that you think might be helpful?

2 CAPTAIN KAILASH SINGH: In?

3 MR. HOWELLS: Engineering wise, deck wise,
4 anything that you have that you could suggest to prevent
5 this from happening in the future? Is there any question
6 that we haven't asked you?

7 CAPTAIN KAILASH SINGH: No. Only problem is that
8 we were having smooth sailing. I, by my experiences when
9 the sea is bad, all the engines we are having problem with
10 that. (Indiscernible) we cannot maintain RPM. So this is,
11 for me this is not something new that we had to isolate
12 unit. Over the years I have gone through this. When
13 (indiscernible) we could isolate that unit and we could
14 proceed.

15 MR. HOWELLS: So on other vessels you've had this
16 happen before?

17 CAPTAIN KAILASH SINGH: I had (indiscernible)
18 before. I've been sailing for a while now.

19 MR. HOWELLS: Right. And so you've been able for,
20 the units were isolated and you were able to carry on?

21 CAPTAIN KAILASH SINGH: That is correct.

22 MR. HOWELLS: Thank you. That's all I have.

23 MR. MCPHILAMY: Captain, this is Senior Chief
24 McPhilamy with the U.S. Coast Guard. I do not have any
25 other questions at this time.

1 CAPTAIN KAILASH SINGH: Thank you.

2 MR. LEW: Captain Lew. No questions.

3 MR. JONES: Okay we'll conclude this interview at
4 this time. Thank you for your time, Captain and again we
5 definitely have our regrets with regards to your crew and
6 the vessel. You're being a great help right now and we'll
7 just conclude the interview at this time.

8 CAPTAIN KAILASH SINGH: Thank you so much
9 (indiscernible). Once again I apologize for whatever mess
10 we have created but at the same time I want to say that I
11 definitely (indiscernible) we're risking our lives and we
12 want to prevent this pollution taking place in your area so
13 I stayed on the ship as long as it was possible and it was
14 safe for us also. We left the ship only until we got help,
15 until the time we thought we will stay and could do
16 something but as we were going to come within
17 (indiscernible) go with us.

18 (Whereupon, at 11:04 a.m., the interview was
19 concluded.)

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21

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C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the grounding of the Selendang Ayu on December 11, 2004.

INTERVIEW OF CAPTAIN KAILASH SINGH

Donna Henry, Transcriber

